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INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
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NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

ESTABLISHED 1857

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THE
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East.

No. 16,340. 號十四百三千大萬一第 日三初月八年二統宣 HONGKONG, TUESDAY, SEPTEMBER 6TH, 1910. 二拜禮 號六月九年十一百九千一英港香 PRICE \$3 PER MONTH.

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A strong British Corporation Registered
under Hongkong Ordinances and under Life
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Insurance in Force ... \$37,855,865.00
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7.00 a.m.
7.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
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WEEK DAYS.

8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
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Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

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8.00 a.m. to 9.00 a.m. Every 15 minutes.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 Noon Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
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SPECIAL CARS by arrangement at the
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Hongkong, 1st April, 1909.

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ROASTED AND GROUND ON OUR
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Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
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AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	310 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

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Lifting Power	450 Feet.	580 Feet.
Max. Length of Ship taken in	56 "	66 "
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shovel, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION

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"IMPERIAL WHISKY"
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Tables.

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRA.
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A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (4
required).

Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a558]

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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position.
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Gas and Electric Light and Fans, Large
and Comfortable Lounge, Private and Public
Bars and Billiard Rooms, GUINNESS
ENTIRELY UNDER EUROPEAN
SUPERVISION. Sanitary Arrangements of
the latest HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Tiffin and
Dinner. Special Rates for married families on
application to
J. H. OXBERRY,
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FREDERICK REICHMANN,
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(late Manager of J. H. LYONS (Trocadero),
leading Cafeters in London, and
GRAND ORIENTAL HOTEL, Colombo).
TELEPHONE NO. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a542]

"BRAESIDE," PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy
and Well Furnished Rooms, every home comfort
Fine View of the Harbour.
Telephone, No. 690.
Apply to—Mrs. F. W. YATTS,
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a36]

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SHAM-EN-CANTON.

MANAGER—MR. H. HAYNES.

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SITUATED ON THE BRITISH CONCESSION

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MACAO

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Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every information and Special attention given
to Tourists.

REASONABLE RATES.

WM. FARMER
Proprietor

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CHINA).

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THIS Hotel is under European manage-

ment and most strict supervision as to

food, cleanliness and hygiene of the place.

All comforts of a home.

A most pleasant retreat for those desirous for
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.

Cable Address—"BOAVISTA."

For Terms, apply to

THE MANAGER

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**VERY OLD LIQUEUR
SCOTCH
WHISKY**

A BLEND OF THE FINEST PURE
MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S
"E" has maintained the re-
putation of the FINEST
SCOTCH WHISKY in the
FAR EAST.

A. S. WATSON & CO.,
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ALEXANDRA BUILDINGS.

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BIRTHS.

On August 29th, at Shanghai, to Mr. and
Mrs. R. GLENDENNING, a daughter.
On August 29th, at Tientsin, to Mr. and
Mrs. W. B. O. MIDDLETON, a daughter.

MARRIAGE.

On August 3rd, at All Saints' Church, Mat-
tishall, Norfolk, HARRY ESKINE SANDYS, of
the Chinese Imperial Maritime Customs, to
BESSIE MARY WOODHOUSE, of Mattishall.

DEATH.

At Hoihow, Hainan, WILLIAM FRANCIS
CANNING, aged 59, for nine years Constable at
H. B. M. Consulate, Kiangchow, and previously
of the Royal Navy and the Imperial Chinese
Revenue Cruiser *Lahn*.

HONGKONG OFFICE: 10A, DES VEGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1910.

AFTER an extensive tour in the Philippine
Islands the Hon. J. M. DICKENSON, the
United States Secretary of War, is now
passing through Hongkong on his return to
Washington. According to our Manila
contemporaries the visit of the Secretary of
War has, on the whole, resulted in
much good, for "it has given definiteness
and strength to the American position"
in the islands. The Filip- politicians and
the native Press seem to have anticipated
from the visit of the Secretary of War some
concession towards their ideal of indepen-
dence for the islands; but in this they have
been woefully disappointed. Mr. DICKEN-
SON has been called upon to deliver many
speeches during his tour, and whenever he has
had occasion to refer to the agitation among
the Filipinos for independence, he has in a
kindly yet firm manner intimated that no
immediate change of policy can be consid-
ered by the United States Government.

Drawn out at Lucena by the numerous
legends on arches and decorations alluding
to immediate independence, Mr. DICKENSON
declared that before the Filipinos could
hope for independence, they as a people
would have to show some signs of
material prosperity. He said that in the
part of the country he had visited he had
seen signs of progress, but that it was due
to American brains and enterprise. When
he was among the Moros, Mr. DICKENSON
told them that the American Government
would not give up the administration and
control of them and turn it
over to a people (the Filipinos) foreign
to them in their ideas and feelings.
Speaking not in his representative capacity,
but in his individual capacity, and "as one
who had occupied rather advanced ground
in regard to Philippine independence," he
pointed out that when they went be-
fore Congress to urge that the time had
come for Philippine independence, their
main argument was bound to be that gov-
ernment should rest upon the consent of
the governed. That being so, he asked the
advocates of independence whether they
were occupying a consistent position when
they drew from the American Government to
withdraw from the present administration
and turn over 335,000 Moros to be governed
by 66,000 Christians? Mr. DICKENSON
added that it did not lie within his juris-
diction to decide it, but he thought he would
put a wholesome thought in their minds,
and let them see that they might be occupy-
ing an inconsistent attitude. If the Ameri-
cans should sanction that sort of adminis-
tration, he thought they had seen evidence
enough that day to show that it would not be
attended with difficulties. As an instance,
he mentioned that he had heard that there
was some disposition on the part of some
Filipinos to exclude the Moros from parti-
cipation in a water parade given in his
honour, and he added that, if that were true,
it certainly showed a condition of intoler-
ance which did not perhaps add very
great weight to the demands of the speakers
for lodging the government there entirely in
the hands of the Filipinos. These declara-
tions seem to have pleased the Moros
immensely, for the speeches of the Moro
Chiefs had taken the form of a vigorous
protest against the province being given
over into the hands of the Filipinos. So far
as the question of independence for the
Philippine Islands goes, it is clear that
Mr. DICKENSON, having had the opportunity
of studying conditions on the spot, no
longer occupies "advanced ground." His
speaking on the subject can have left the
Filipino politicians in no doubt as to his
future attitude at Washington in regard to
the question.

On the eve of his departure from Manila
Mr. DICKENSON was entertained by the
Manila Merchants' Association who discussed
with him some of the commercial problems
of the islands. Mr. DICKENSON expressed
himself as pleased that the Payne Bill had
brought prosperity to the islands and
entertained the hope that its restrictions
would be removed before long. He
recognised that there was a great need of
capital to develop the resources of the
islands, and that material progress would
be the salvation of the country. In this
connection the question of bringing Chinese
labour into the islands was touched upon,
and Mr. DICKENSON is reported to have
made the confession that probably the
United States exclusion laws were not
suitable to the Philippines. Whether Mr.
DICKENSON will be prepared when he
returns to Washington to advocate any
change in that respect does not appear
from the reports of his speech. The total
result of the tour is that Mr. DICKENSON
returns to Washington convinced that the
American tenure of the Philippine Islands
must be a long one, and we may expect to
see him throw the whole weight of his in-
fluence in the direction of strengthening the
hands of the government of the islands, there-
by ensuring public order and protection,
and encouraging by every possible means
the economic development of the territory,
persuaded by what he has seen that the
salvation of the country lies in material
progress under American direction and not
in political independence.

The Molshanoff Tea Factory at Hankow has
been totally destroyed by fire.
It is reported that Mr. G. M. H. Playfair,
British Consul at Foochow, is about to retire
after 38 years' service in China.

The suspicions of Police-Sergeant Taylor of
the Emigration Department proved to be well
founded when he arrested a Chinese on Sat-
urday as a man whom he thought had re-
turned from banishment. The charge was proved
before Mr. E. R. Hallifax at the Magistracy yester-
day and the defendant was sentenced to six
months' imprisonment.

A fashionable wedding at Paris has just
resulted from the wreck of the Messageries
Maritimes steamer *La Seyne* in Rio Strait.
Amongst those who went down in her was
M. Habib, the head of a big jewellery firm at
Paris, with large quantities of pearls and
diamonds. M. Louis Habib, his nephew, who is
also a jeweller of note, came out a few months
ago to see what could be recovered from the
wreck. On the voyage he met M. Deloncle, who
was then deputy for Cochinchina in the French
Parliament. The acquaintance ripened into
friendship and a marriage between him and
M. Deloncle's eldest daughter.

No case of plague occurred in the Colony for
the week ended September 3rd. One case of
enteric fever was notified and one fatal case of
puerperal fever.

The corner-stone of the new Manila hotel
was laid last week in the presence of Governor-
General Forbes, and Mr. Dickinson, U. S.
Secretary of State for War.

Mr. E. C. Richards is in charge of the
P. & O. Company's affairs at Shanghai during
the absence of Mr. A. M. Marshall, who passed
through Hongkong last week on his way to
England.

The Shanghai Miniature Rifle Club has
become affiliated with the Society of Miniature
Rifle Clubs in Great Britain, and has received
from the latter its Silver Medal and Bell Bronze
Medal for competition among its members.

The dead bodies of the four men reported
missing at the premises in Jervis Street, the
scene of the disastrous fire and collapse, have
been recovered, bringing the death roll up to
seven. The Public Works Department is still
at work removing the debris.

The Hongkong correspondent of the *N. C.*
Daily News, mentioning the fact that the
Bishop of Labuan and Sarawak recently
preached in St. John's Cathedral, remarks: "It
will need something more than an ordinary
bishop to fill the cathedral in Hongkong."

Through the courtesy of the American Con-
sulate-General, Hongkong, we received yesterday
a copy of the following telegram quoted
despatched from the Manila Observatory at 10.45
a.m.:—Cyclone or typhoon North of Naha
moving N. E. Cyclone or typhoon over or near
Meinecama moving North.

A Chinese dispatch says instructions have
been sent to the Viceroy of the Liang Kwang
by the Peking Government advising him to ask
the Portuguese Authorities in Macao to have
all pirates who were captured in Colomna Island
by the Portuguese troops handed back to China
for punishment.

Mr. Percival Heintzleman has been appointed
Second Secretary in the U. S. Legation in Pek-
ing. Mr. Heintzleman was formerly senior
American Vice-Consul, and for some time also
in charge of American affairs at Shanghai.
Some time ago he was transferred to the Bureau
in Washington, and now is shortly to return to
China.

A shop theft, of the ordinary kind, was frus-
trated on Sunday. A man entered a shop in
Queen's Road Central, and picking up an um-
brella handed it to a confederate who bolted.
A policeman, however, stopped him, and on his
being brought before the Magistracy yesterday
he was sentenced to three months' imprison-
ment.

A Chinese who stole some silk from a shop in
Wing Lok Street on pretence of looking at it
with a view to purchase was at the Magistracy
yesterday sentenced to six months' imprison-
ment for the larceny, and as it was found he had
returned from banishment he received another
six months for that, the sentences to run con-
secutively.

In connection with the murder of the abroff of
the Vienna Cafe, whose body was found floating
under the Hongkong wharf of the Star Ferry
Company with a deep gash in the throat, a
Chinese was brought before Mr. Hallifax at the
Magistracy yesterday and remanded. Robbery
is believed to have been the motive of the crime,
as the deceased was known to have in his posses-
sion a number of valuable articles of jewellery.

The Chairman of the Astor House Hotel
Company, Shanghai, at a meeting of shareholders
last week said: The result of the year's working,
after writing off \$18,515.03 for depreciation, is
a balance of \$48,349.53 carried to credit of
Profit and Loss Account, but the net amount
standing at the credit of this account last year,
viz., \$2,643.73, is reduced by \$1,351.59, which is
the net loss for the period under review, leaving
a sum of \$1,291.14 to carry forward to the new
account.

We have received a copy of the President's
Report of the Canton Christian College for the
year 1909-10. We learn that there are now
202 students, that the College has "major
assets" worth \$164,600 (gold). Current ex-
penses amount to gold \$24,044, and the College
at present needs an addition of \$8,000 to its
annual income for current expenses, or an
endowment of \$200,000 to provide that amount.
Other things are wanted, such as land, water
supply, lighting plant, buildings, &c., of an
estimated value of \$71,250 gold.

With reference to a paragraph which appeared
in the *Daily Press* a few days ago mentioning
that the police were investigating an allegation
that a Frenchman had demanded with menace
\$10,000 from another, we are informed that
the complainant was not a boarder at the
Astor House Hotel as stated, but had merely
stayed there a couple of nights. The incident
occurred at Macao. We learn that the man
against whom the charge is brought has been
arrested at Canton, and the case presumably
will be tried in the Portuguese Court. The charge
was laid by Mr. Vernon, of the Ben Vista Hotel.

A fashionable wedding at Paris has just
resulted from the wreck of the Messageries
Maritimes steamer *La Seyne* in Rio Strait.
Amongst those who went down in her was
M. Habib, the head of a big jewellery firm at
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wreck. On the voyage he met M. Deloncle, who
was then deputy for Cochinchina in the French
Parliament. The acquaintance ripened into
friendship and a marriage between him and
M. Deloncle's eldest daughter.

The Americans at Foochow, we read, are
jubilant over the fact that Dr. S. L. Grayson
is to soon return to the Consulate. The report was
that he had been appointed to another station.

The Captain of the sailing ship who pro-
secuted a couple of seamen at the Marine
Magistrate's Court on a charge of desertion
which the Harbour Master dismissed after
learning from the log book that the men had
been previously punished explains to us that
he was not prosecuting them for the days he
had logged a forfeiture of pay, but for
subsequent desertion. That explanation should
have been tendered at the time to the Magistrate.

Messrs. Ellis & Ellis in their Weekly Rubber
Share Circular say:—During the week under re-
view, the rubber share market continued sluggish,
in the same condition it was in at last week,
and latest wire quotations from London, for some
stocks, show a depreciation below the lowest last
week. "Beyond a small business in some of the
lower quoted stocks, we have absolutely no
business to report. The dullness is even more
greatly accentuated in the case of Singapore
dollar stocks. Telegraphic quotations from the
South during the early part of the week show
an appreciable falling off in rates, and the condi-
tion of the market towards the close remains the
same. The price of Para-huff fine rubber as
quoted from London has suffered by 7 1/2 p per lb.,
as compared with that ruling at the time of
writing last week, viz., 8 1/2 p per lb.

Shanghai papers record the death of Mr.
G. W. Appleby, late chief engineer of the
Chinese revenue cruiser *Chuen-tiao*, who for some
time past has been confined to the Victoria
Nursing Home. The late Mr. Appleby, the
Mercury says, had hosts of friends all along the
China coast, where his duties called, and he will
be sadly missed and his death regretted by
many. The deceased was a native of England
and was fifty years of age. He came out to the
Far East in 1887 as engineer of one of the
Chinese "Armstrong-built" gunboats under the
command of Admiral Lang. Soon after the
taking over of the vessel by the Chinese
Government, Mr. Appleby joined the Coast Staff
of the I. M. Customs, in which department he
rendered good service. In 1902 he was promoted
to the rank of first engineer, and from 1907
to 1909 he held the appointment of inspector of
launches at Canton. Later he was chief
engineer of the *Chuen-tiao*, and he was greatly
esteemed by his fellow officers on board the
ship as well as by his superiors in the Coast
Inspector's Department. In 1890 he had con-
ferred on him the order of the Pao Hsing of the
fourth class for valuable services rendered. His
death was the termination of illness extending
over several months.

CORRESPONDENCE.

GAME SHOOTING.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Amoy, 20th August.

DEAR SIR,—Having read with much interest
the various articles on shooting that have
appeared over the name of "Sportsman" in
your columns, may I request him to give us
the further benefit of his extensive knowledge
of bird life in China, and write an article on
their breeding habits and seasons. There being
no game laws in China, it has always been a
vexed question as to when it is permissible for
sportsmen to commence partridge and pheasant
shooting. Am I right in supposing their
breeding time to be if anything earlier than in
England, and that therefore the shooting seasons
may commence on 1st September and last
October, respectively, or does "Sportsman" con-
sider the 1st September too early to commence
partridge shooting in China? H. B. P.

THE ST. LEGER.

The classic race takes place to-morrow at
Doncaster. Following are the probable
starters:—

Horse.	Weight.	Trainer.	Jockey.
Neil Gow	9. 0 P.	Peck	D. Maher
Lomborg	9. 0 A.	Taylor	B. Dillon
Greenback	9. 0 F.	Hallick	F. Templeman
Rosedrop	8. 11 A.	Taylor	C. Trigg
Winkipoo	8. 11 W.	Waugh	J. Evans
Charles O Malley	9. 0 Lewis	G. Stern	
Bronzino	9. 0 Sadler	F. Fox	
Maid of Corinth	8. 11 A.	Taylor	H. Jones
Syringford	9. 0 G.	Lambton	F. Wootton
Magpie	9. 0 O.	Watson	S. Wootton
Ukter King	9. 0 Lewis	W. Sixby	
Tresady	9. 0 S.	Darling	W. Higgs
Yellow Slave	8. 11 Pickering	C. Foy	
Whisk Brown	9. 0 Joyner	S. Martin	

The race is regarded this year as a very open
one. Doubts are expressed as to whether
Lomborg, the Derby winner, can stay the St.
Leger distance. In the Eclipse Stakes for
£10,000 Lomborg and Neil Gow ran a dead heat.

STEAM NAVIGATION ON THE
UPPER YANGTZE.

The Chungking correspondent of the *N. C.*
Daily News writes:—

The successful trips of the str. *Shantung* to
Ichang, and back again, denotes a new era in the
navigation of the Upper Yangtze. This power-
ful tug with its bar, lashed alongside has
performed wonders that many had never dreamt
of a few years ago. Leaving Chungking laden
with passengers and cargo, she arrives in Ichang
after two days' steaming. Returning from
Ichang two or three days later, she makes the
return journey to Chungking in five and a half
days, thus completing the round trip in 10 days.
We also hear that the syndicate is making a
financial success. Each time she arrives in
Chungking it is with a full complement of
passengers and with all the cargo she can carry.
Who will spend the wearisome and anxious
month that is required in travelling up river by
houseboat when such convenience and rapidity
are offered at a moderate price? We shall soon
expect to see Messrs. Butterfield & Swire's and
also Messrs. Jardine, Matheson's steamboats
plying between Ichang and Chungking.

These instances prove that West China is not
so far behind the times in awakening to
European culture and civilization.

TELEGRAMS.

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SENSATIONAL DEVELOP-
MENTS AT PEKING.

EMPRESS DOWAGER REACTIONARY.

PEKING, September 5th.

The conference between the Gov-
ernment and the visiting Viceroy
are continuing.

The prospects of Yuan Shik Kai
being recalled are declining, owing to
the hostility of the Empress Dowager,
who is endeavouring to seize the
opportunity afforded by the political
crises to supplant the Regent and
restore the reactionaries. The effort
will probably prove futile, but the
outcome is otherwise most uncertain.

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

ONE BETTER.

A GERMAN MONITOR "TO DEAL WITH
DREADNOUGHTS."

LONDON, September 3rd.

The "Vorwaerts" states that the
German Admiralty are constructing
a motor-driven Monitor to deal with
Dreadnoughts.

The new ship will have great speed,
and low freeboard, and will be
mounted with two huge 18-inch guns
throwing shells capable of piercing
the armour of the Dreadnoughts,
while the immense thickness of its
own renders it invulnerable against
12-inch guns.

THE NEGUS OF ABYSSINIA.

LONDON, September 4th.

Reuter's correspondent at Rome
states that a despatch has been
received from Adis Abeba to the effect
that the Emperor Menelik has had a
further apoplectic seizure. His con-
dition is now regarded as very serious.
[It will be remembered that some four months
ago the Emperor was reported to have died.]

KING OF MONTENEGRO
HONOURED.

LONDON, September 4th.

It is reported from Cetinje that the
Grand Duke Nicholas has presented
the King with the baton of field
marshal of the Russian Army.

MILITARY AERONAUTICS.

LONDON, September 4th.

The French Ministry for War is
establishing an aerial base in Southern
Algeria with a view to the Trans-
Saharan service of aeroplanes linking
up the French possessions.

THE SHIPBUILDING CRISIS.

LONDON, September 4th.

A further notice by the master
boilermakers states that the men will
not be permitted to resume work unless
satisfactory arrangements are made
and assurances agreed upon regarding
the due observance of the shipyard
agreement and working conditions.
This has surprised the men, who re-
alise the gravity of the position.

THE LATE MRS. BELLAMY-BROWN.

The remains of Mrs. Bellamy Brown were
laid to rest at the Happy Valley yesterday
morning. The coffin, followed by Mr. A.
Bellamy Brown and Miss Marjorie Brown and
Mr. J. I. Plummer, was removed from the
residence, Ormsby Terrace, Kowloon, to the
Police Pier, whence a launch conveyed the
mourners with the dead to Observation Pier.
Here the coffin was placed in the waiting hearse,
and at the Monument the mourners were joined
by a number of friends who had assembled to
pay their last respects. In addition to the mourn-
ers mentioned there were present: Mr. J. A.
Plummer (brother), and Mr. Frank Smyth
(brother-in-law). At the entrance to the
cemetery, the cortege was met by the Rev. A. B.
Thornhill, who conducted the service at the
grave. There were many floral tributes.

THE WRECK OF H.M.S. "BEDFORD."

The following information is from the
Nagasaki Press of August 27:—

The British cruiser *Monmouth* arrived at
Nagasaki on Friday morning at 9.30 from
Cebu, with the crew of the wrecked cruiser
Bedford on board. As previously reported, the
P. and O. S. *Adriatic* had called here on Sunday
and conveyed the *Bedford*'s crew, who were
officers and 500 men—to Hongkong, from
whence they will probably be shipped to Eng-
land at the first opportunity.

Very little further news is obtainable about
the disaster, the officers maintaining a discreet
silence pending the inevitable court-martial.
When the vessel went on the rocks she was
steaming at nineteen knots and the bottom
plates were torn open from front to the second
funnel. For some time she humped consid-
erably and then gradually settled down into a firm
position, being held by the rocks which pen-
etrated her bottom.

Only one man, an engine-artificer, escaped
from the flooded stokehold. He was carried to
the top of the compartment by the water and
managed to grasp a grating, afterwards
scrambling to a hatchway and safety. Two of the
victims, an artificer-engineer and a chief stoker,
were married.

Although there was a fairly heavy sea, there
was no immediate danger to the crew, apart
from the unfortunate victims in the flooded
stokehold. There were no accidents in other
parts of the ship, and the survivors remained
on board for a few hours, until the weather
showed signs of becoming worse and it was
deemed advisable for the *Monmouth* and *Adriatic*
to stand off from the dangerous spot.

The work of despatching the wreck has been
vigorously proceeded with, whereas the weather
admitted. It is stated that the *Bedford* only
lies about five feet deeper in the water than
usual. The men are reported to have lost
many of their personal effects. The *Monmouth*
brought here about two or three hundred tons
of stores and fittings which had been removed
from the wreck.

Up to the present the bodies of the victims
have not been recovered. We understand that
an effort will be made by the Japanese to find
them.

Before the *Monmouth* left the scene of the
wreck on Thursday evening, an ordinary naval
burial service was conducted, the crews of the
Monmouth, *Adriatic* and *Bedford* participating.

HONGKONG AS A CUSTOMS PORT.

A correspondent writing to the *Financial
News* comments on the annual report of the
Harbour Master. In the course of his remarks
he says:—

Special interest attaches to the present, since
by an Ordinance of the Colonial Legislature
passed last year Hongkong was converted from
a free into a Customs port. This change was
regarded by some of the business community in
the island with somewhat gloomy forebodings.
Judging, however, by the figures presented by
the Harbour Master there is nothing to warrant
their pessimism, and their predictions of the
dire consequences that would ensue from the
abandonment of the free trade principles upon
which the prosperity of the port has hitherto
depended are now met with the fact that the
volume of shipping has actually increased.
While the port was free it was not possible to
compile a correct return of its imports and
exports; but the enormous extent of the trade
with which it is connected might be
approximately estimated from its shipping
returns.

A comparison of these with the present
report shows that Hongkong is not only
maintaining its position as one of the leading
shipping centres in the world, but is actually
improving on its past record. In order
that the full significance of the position
may be appreciated it is desirable to bear in
mind the recent great trade depression experi-
enced in all parts of the world, and of which
Hongkong has had its share. It was clearly
destined to imagine that because there had
been a slight decline in one particular branch
of the Colony's business—viz., sugar—that
Hongkong was losing ground. Times
change, and frequently with inevitable results,
and the merchants and traders have learnt that
it is their business to be ever on the lookout for
fresh openings in commercial matters. More-
over, it must necessarily happen that in the
course of time the ports of China and their trade
will undergo expansion, while the develop-
ment of the interior will assuredly lead to the
opening of new outlets. Instead, however, of
these avenues proving rivals to Hongkong, they
will only serve to heighten its importance as a
great industrial and distributing centre. More
Chinese will then be attracted to the Colony, and
with the opening of the railway business will
be transacted on even a more extended scale.

A visit to the Kowloon peninsula, on the
opposite side of the strait, is sufficient to show
how rapidly development is taking place in that
quarter, and this in itself is a good sign of
Hongkong's increasing prosperity.

HERR DEERNBURG.

Messrs. Melchers & Co., the General Agents
in Hongkong of the Norddeutscher Lloyd,
yesterday received a telegram from Director
Heintzen from Tokyo informing them that H.
E. Herr Deernburg, late Secretary for Colonial
Affairs, will leave for Geneva on the s.s. *Prinzess
Alice* from Hongkong on the 16th of November
as a guest of the Norddeutscher Lloyd.

KULIANG SUMMER RESORT.

The summer resort for South China, writes
the Foochow correspondent of the *Shanghai
Mercury*, is as lively as ever. It is being
patronized by persons from Central China,
Hongkong, Canton, Swatow, Amoy, and many
interior stations. Houses all full and new ones
being contracted for. Tennis tournaments keep
the many courts filled with players and interested
spectators. Social gatherings, picnics, trips to
Kushan Monastery, are freely indulged in. The
concerts given by the Choral Union, Prof.
George Newell leading, were a great success. It
was indeed refreshing to listen to some fine
music again. The Sunday School Convention
and Educational Association were gathering
of deep interest and profit. Some very fine
papers on the subjects pertaining to this
work were presented. Second to nothing were
the meetings held for the Chinese and foreign-
ers. It was exceedingly fortunate that such
talented and spiritual speakers were secured.
The chief ones were Dr. Robert William Rogers,
M.A., D.D., Ph.D., LL.D., Professor in
Hebrew and Old Testament Exegesis in Drew
Theological Seminary, Madison, N. J., U.S.A.,
and Dr. Louis Matthias Sweet, M.A., S.T.D.,
Professor of Christian Theology and Apologetics
in Bible Teacher Training School in New
York City, U.S.A. The Public Entertainment
Committee is surely to be congratulated
for furnishing such a spiritual and intellectual
treat.

SUPREME COURT.

Monday, September 5th.

IN APPELLATE JURISDICTION.
(BEFORE THE FULL COURT.)

MOTION TO RESCIND A LEAVE TO APPEAL.
In the action in which the Imperial Bank of China are appellants and Leung Shin Kong the respondent, the Full Court delivered its decision on the motion brought for an order that the provisional leave to appeal to His Majesty in Privy Council against the decree of the Court pronounced in the action on June 28th, 1909, and granted to the appellants, be rescinded by reason of the appellants not having paid to the respondent a sum of \$3,686.04, interest on taxed costs.

Mr. M. W. Slade, K.C., instructed by Messrs. Hott (of Messrs. Bratton & Hott), appeared for the respondent, and Mr. C. G. Alabaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes & Hester), represented the appellants.

The Chief Justice stated that the question raised on this motion was that the provision for leave to appeal to the Privy Council granted to the Imperial Bank of China should be rescinded on the ground that the order of the Court had not been complied with with regard to costs. The motion was made on the grounds that a sum of \$3,686, interest on taxed costs, had not been paid as well as the costs. The practice of the Court was a material element in the question, and his Lordship had consulted the Registrar on the subject, but the Registrar was not aware of any practice including interest on costs. It seemed to be the practice in England that interest on costs should be paid. His Lordship therefore came to the conclusion that the interest on costs was properly recoverable on writ of execution. He thought the law was clear that the respondent was entitled to have the interest on his costs paid, and until the interest was paid the order was not complied with. He thought, in the circumstances, that the order should be that interest on costs should be paid within fourteen days of this order, otherwise the provision for leave to appeal would be rescinded.

The Puisse Judge concurred.

Mr. Alabaster—Will your Lordship give a little more time than fourteen days? We have written to Shanghai in anticipation of such a judgment.

The Chief Justice—Shanghai is not so very far.

Mr. Alabaster—Will your Lordships say a month?

The Chief Justice—The Imperial Bank of China is a very wealthy corporation, and there is no reason why it should be treated differently from a private individual. I think fourteen days is sufficient.

LAI CHI CHIN AGAIN.
The case, Tang Wong Shi v. Lai Chi Chin, in which Mr. Slade moved for an order that the verdict obtained in the issue to determine whether Lai Chi Chin was a partner in the Chuan Hing Steamship Company, late of 53, Bonham Street, tried before the Chief Justice and a common jury, be set aside on the ground that the verdict was against the weight of evidence, was concluded.

Mr. Eldon Potter, instructed by Mr. P. W. Geldring (of Messrs. Geldring, Barlow & Morrell), appeared for the plaintiff (respondent), and Mr. M. W. Slade, K.C., instructed by Mr. Hinde (of Messrs. Bratton & Hott), represented the defendant (appellant).

Mr. Potter said the position in this case at the last adjournment was that the Chief Justice intimated that in his Lordship's opinion when the books were destroyed information of that destruction leaked out, and thereupon the plaintiff, well knowing that there was nothing in the books to support his case, was rather pleased than otherwise that they were destroyed, and promptly began his action. First of all, there was no evidence to support that suspicion. It was nothing more than a suspicion. Counsel thought it would not be going too far to say that no official attached to the Registry knew at the time that these books were burned, and it was only after a search of the godown that the Registrar came to the conclusion that these books were among a mass which was burned. Then, because this case had been two years running, his Lordship had come to the conclusion that they were really waiting because they knew there was nothing in the books which helped them, and by the wonderful intervening of some power over which they had no control.

The Chief Justice—Good Joss.

Mr. Potter—Good Joss—the books having been destroyed they promptly revived their case. It was well known that a quantity of books and documents in the custody of the Court had become infested with vermin and practically eaten with white ants, and the relics were ordered to be destroyed.

The Chief Justice said if ever there was a case of suspicion on the evidence, this was one, and it was obvious that the jury did not fully appreciate the point as he put it. He believed justice could not be done unless and until the whole facts were thoroughly threshed out before a jury, and he therefore granted a new trial.

The Puisse Judge concurred.

IN ORIGINAL JURISDICTION.

(BEFORE THE FULL COURT.)

BANISHMENT ORDERS.

The application made by Mr. M. W. Slade, K.C., for writs of *habeas corpus* for the delivery up of Lei Yuk Nam and Kwong Tze King, who are lodged in Victoria Gaol under orders for banishment, was again mentioned.

The Attorney-General stated that in these cases banishment orders were issued, but after the rule nisi had been made in both cases the orders were cancelled by the Officer Administering the Government. That being so, the Captain-Superintendent of Police appeared merely to return the writs.

Mr. Slade—In these cases I apply for costs. The Attorney-General—I submit in this case there can be no order at all. The men are no longer in the custody of the police.

The Chief Justice—The Governor decided to banish these men, a writ of *habeas corpus* was applied for, a rule nisi granted, and the men are discharged. If I could give costs I think I should, but I don't know whether we can.

The Attorney-General—I submit your Lordships cannot.

Mr. Slade thought there could be no dispute about this, and referred the Court to the very learned judgment of the Attorney-General (when he was Chief Justice) and Mr. Justice Gage. These were not criminal cases.

The Chief Justice—We might hear the Attorney-General on that point.

The Attorney-General—Yes, they are criminal cases. We have done nothing in the matter at all. My learned friend obtains a rule against the Government *ex parte*, the banishment orders were found to be irregular, and the men are released.

The Chief Justice—It shows the efficacy of a writ of *habeas corpus*.

The Attorney-General—Maybe, my Lord, but I think the men are extremely lucky. I did not think my learned friend would have had the face to ask your Lordships to give costs.

The question was adjourned so that the Court might consider the decision referred to.

"HABEAS CORPUS" APPLICATION.

The hearing was continued of the motion for a writ of *habeas corpus* to issue to Mr. F. G. Bodeley, Superintendent of Victoria Gaol, directing him to show cause why he should not bring up the body of Lo Tsun Man to be discharged from custody.

Mr. M. W. Slade, instructed by Mr. M. Reader Harris (of Messrs. Wilkinson & Giff), made the application, which was opposed by the Attorney-General (Hon. Mr. W. Ross Davies, K.C.), who was instructed by Mr. H. L. Denys (Acting Crown Solicitor).

Mr. Slade informed the Court that he commenced his argument before the Chief Justice alone in this matter, but his Lordship considered the matter of such importance that he said he would prefer to have it tried before the Full Court, and the case was accordingly adjourned. The rule nisi was obtained upon several grounds. [Counsel stated the grounds, and gave an outline of what had occurred before the Chief Justice at the previous hearing.] Since the last hearing, Mr. Slade said, affidavits had been filed by the Crown which carried the matter a little, but only a little further. There was an affidavit by Mr. Bodeley, who stated that the only thing he knew personally was that Lo Tsun Man was a Chinese constable formerly in the police force. All the rest of his statement was the result of inquiries, and he did not state with any particularity what the specific offences were in connection with the emigration frauds alleged. The unlawful society referred to in the vague words of the banishment order was the Triad Society.

The Chief Justice—I am not sure with what object these affidavits are put in. It looks as if they were put in by way of justification, but we are not trying whether the action of the Government is justified.

Mr. Slade—I am not asking your Lordships to go into the merits in the slightest degree. I was only pointing out that even the affidavits leave the matter as vague as it was on the face of the charge. On the face of these affidavits it is perfectly plain that only the vaguest possible information was before the Governor-in-Council and that the Governor-in-Council on the face of the affidavits had no material before him on which he could form a just judgment, and therefore there is all the more reason why a man should be given an opportunity of explaining and meeting these vague accusations.

The Attorney-General—The man was expressly summoned by the Registrar-General, who is the protector of the Chinese community, and told all about the charges.

Mr. Slade—I am going to read the whole of the affidavits.

The Chief Justice—That looks to me rather like justification.

Mr. Slade—I have not put in any affidavits in answer. I am not attempting to interfere with the discretion of the Governor-in-Council. All I am saying is that he has been given this discretion, but that he must exercise his discretion in a legal and proper manner.

The Chief Justice—So you regard the affidavits as throwing light on that point?

Mr. Slade—Yes. That the discretion given to the Governor-in-Council has not been exercised properly. It is not Mr. Brewin who has made the full and independent inquiries suggested by the Captain Superintendent of Police. It is a junior official in his department.

The Chief Justice—That is an official way of stating the fact.

The Attorney-General—Mr. Brewin saw the man himself afterwards.

Mr. Slade—We have a report made by Mr. Hutcheson, reporting to his chief, the Registrar-General. In that report it was stated that Lo Tsun Man spoke very good English and acted as a kind of street lawyer to the boarding-houses. If that was an offence against the law Mr. Slade had never heard of it before. In that communication there were hints and suggestions of things other than those referred to as the grounds for his banishment. It was only the conclusion arrived at by Mr. Hutcheson that was put before the Governor-in-Council.

The Chief Justice—Speaking as an official, I am bound to say that I think it was not quite in accordance with official rules, because it leads to this discussion. I know, and we all know, that minutes written from one department to the other are written in what I may call shorthand. They are not legal documents, and there are many things in them which convey a certain definite meaning to the officers interested. I confess I

do not like this discussion, but I am bound to say it cannot be avoided, because the affidavits have been set out.

The Attorney-General—I am very glad your Lordship has raised the point now, because it gives me an opportunity of explaining exactly the position in which I find myself. One of the main contentions of my learned friend is that the banishment order is bad because the man is not given an opportunity of defending himself. This is the only method by which I could possibly show that he was. I did it after mature consideration, but fully recognise what your Lordship says, that it is unusual that communications passing through Government departments should be brought into a Court of Justice. But, at the same time, the only contention which could possibly carry any weight at all in this case is whether this man had an opportunity of defending himself. The only way to prove that he had is to put before the Court the available evidence. He was seen by the Registrar-General on the instructions of the Officer Administering the Government.

The Chief Justice did not know why minutes written briefly were submitted to the Court and arguments based on them.

The Attorney-General—Both officers are out of the Colony, and the only way I can save the position is to put these affidavits in.

The Chief Justice—Government could not be carried off by the minutes of different departments are open to the criticism of the public.

The Attorney-General—I shall satisfy your Lordships that this evidence is all that is available.

Mr. Slade—What I intended to point out is that the Governor-in-Council had before him nothing more than the judgment of junior officials in the service.

The Chief Justice—We don't even know whether, at the time the decision was taken in the Executive Council, these officers were not present.

Mr. Slade—The Assistant Registrar-General is not a member. We must take what appears on the face of the affidavits. It is not stated that they were. The validity of the man's defence was not adjudged upon by the person who made the order, but by a junior official in the Registrar-General's Department, and the man had no opportunity of putting his defence forward before the persons of ripe experience who compose the Executive Council. And even the substance of his defence was not before the Executive Council according to those affidavits, but merely a general summary of it put forward by Mr. Hutcheson and Mr. Brewin. Your Lordships have before you the evidence on which this banishment order was made, and it is apparent that it is made, not upon a first-hand judgment based upon the facts, but upon conclusions arrived at by junior officials in the service.

The Attorney-General—Whom do you call junior officials?

Mr. Slade—Mr. Hutcheson.

The Attorney-General—Captain Bodeley is the head of a Department, and Mr. Brewin is the head of a Department.

Mr. Slade—Mr. Bodeley has no knowledge of his own whatever. What he knows is the result of inquiries he has made through detectives. Another point of most serious import is this: when on such evidence as this the Governor-in-Council makes an order that A.B. shall be banished, the order goes forth and is served upon a person who may be known as A.B., and there is not the slightest evidence before the Governor-in-Council that the person who in fact is banished by virtue of the banishment order is the person against whom the charges have been made.

The Chief Justice—The banishment order is served by the police.

Mr. Slade—I quite understand that, but take this man's name, Lo Tsun Man. The Governor-in-Council does not state the Lo Tsun Man against whom those charges are being made; at all, but charges are made which satisfy him that a person named Lo Tsun Man has been guilty of undesirable conduct. The order is signed banishing Lo Tsun Man. The police take it forth and serve it upon an individual whom they believe to be Lo Tsun Man.

The Chief Justice—Before that the police have reported on Lo Tsun Man, and the Governor-in-Council naturally assume that the police will serve it on the right man.

Mr. Slade—I quite agree that they would naturally assume that that was done, but there is no means whatsoever on the way this banishment order is carried out for securing that that should be done, and any street coolie in the street may have a banishment order addressed to Lo Tsun Man served on him, and be banished out of the Colony in two days without the opportunity of showing that he was not Lo Tsun Man at all.

The Chief Justice—That point does not arise in this case.

Mr. Slade—It does, my Lord. It arises in this way: your Lordships are asked to say that the proper procedure has not been carried out in this case, and among other things that the Governor-in-Council has had no possible opportunity of satisfying himself that the individual against whom the banishment order was intended to be directed is in fact the individual on whom it should be served.

The Chief Justice—In governing you must depend upon your officials. I know the Governor has to see that the warrant is served.

Mr. Slade—There may be twenty Lo Tsun Mans in this Colony, and there are probably thousands of Loes. We all know that even with the care which is taken in criminal cases regularly tried how mistakes in identity do occur from time to time. How much more easy is it for a mistake in identity to be made when the individual against whom it is intended to direct this procedure is never before the Court at all? It is only another argument to show that a

wrong procedure has been adopted, and it is a procedure which leaves the way open to a vast amount of injustice being done to perfectly innocent individuals through no fault whatsoever of the Governor-in-Council. Dealing with the law, Mr. Slade said that in this case the authority under which the Governor was purported to act was statutory, and the terms of the Ordinance gave him power to banish. The statute conferred upon him an absolute discretion. Nothing was said in the Ordinance as to hearing or not hearing an accused person, or as to the procedure to be adopted. The Ordinance was entirely silent in all matters of procedure, therefore it was left to the Governor to exercise his discretion and to adopt such procedure in exercising his discretion as he might properly do under the law.

The Chief Justice—Supposing the Legislature had decided in its wisdom that persons were arbitrarily to be banished without having the opportunity to be heard; in what other way would they have expressed it?

Mr. Slade—Express it in so many words.

The Attorney-General said this Ordinance vested in the Governor-in-Council exceptional powers to meet exceptional conditions in the Colony. His contentions were two. First, it was not necessary that a banished should be heard in his own defence; and secondly, and alternatively, this man was heard in his own defence on the charges made against him, and the Common Law principle referred to in numerous cases by Mr. Slade, had been complied with. Sub-section 2 of section 4 required a statement of the grounds to be given, and assuming that the Ordinance was complied with and a statement of the grounds set out the Court would not investigate the question of how far the Governor-in-Council was justified in acting upon the grounds before them. He submitted that the grounds were clear and simply sufficient, and that the Governor-in-Executive Council was presumed to have satisfied himself of the truth of them. What were the grounds here? That the man was associated with an unlawful society. Throughout Ordinance 2 of 1887, which was called an Ordinance for the suppression of the Triad and other unlawful societies, the words "any such unlawful society" were used. To tell a man that he was a member of an unlawful society meant, and was understood by him to mean, that he was a member of the Triad Society. This was perfectly well understood by the whole Chinese community.

The Chief Justice—It seems to me that if you once admit there is any principle which must be followed in stating the grounds it is going a very long way towards admitting the jurisdiction of the Court to investigate them.

The Attorney-General—I am admitting it. I don't know whether the Court would be justified in expressing the opinion that a man must be banished from the Colony because he has a crooked nose or a sallow complexion. The Court will consider the fact as to whether he is an undesirable alien.

This man was charged, on evidence with which the Governor-in-Council was satisfied, with being a party to two distinct offences made penal by the Ordinances of the Colony. It is a matter of common knowledge that hundreds are banished every year, and if it was the intention of the Legislature to give parties power to be heard, it would have been expressly inserted. I would refer your Lordships to the two minutes by Mr. Hutcheson and Mr. Brewin, and would submit that there was abundant evidence before the Governor-in-Council that this man had the Common Law right of explaining to the responsible head of a Department, to the particular official here in charge of Chinese affairs. In this case inquiry was made by the Governor-in-Council and a statement was furnished by the Registrar-General as to what passed between him and the proposed banished. Supposing the man had said, "You have got hold of the wrong man; you are charging me with something I have not done." That statement would have been put before the Attorney-General, and presumably the latter would advise the Governor-in-Council that he was not justified in banishing the man before further inquiries were made. In this case there was before the Governor-in-Council a clear admission of one of the charges.

Mr. Slade said he had only one remark to offer in comment on the cases quoted by his learned friend. He could show that the person who had to be satisfied was the person who had the power. It was for the Governor-in-Council to communicate with the man and give him an opportunity of defending himself to the Governor-in-Council and not to some outside person.

The Chief Justice said the point which required very serious consideration was that the reasons were given to the man after the order of banishment was made. The only question of *habeas corpus* was the legality of the custom. He regarded the legality as clear. The Governor-in-Council gave the reasons on which the banishment order was made when the order was made, and they had to consider therefore whether it was possible to introduce the common law principle into the order irrespective of the fact that the reasons had to be given.

Mr. Slade replied that what the Ordinance stated was that the Governor-in-Council had to give the reason which induced him to make the order. He had to inform the man in giving his judgment, so to speak, of the grounds on which he formed that judgment, exactly as a court of law. A judge in delivering judgment had to give the grounds for that judgment. He could not give judgment without hearing the parties.

The Chief Justice—No, but he gives his grounds before the judgment. Here they are after the judgment.

Mr. Slade—Not after his judgment. In his judgment.

The Attorney-General—The man is already banished.

The Attorney-General—The grounds are contained in the order in which he is banished. A man can be banished within a few hours after receipt of the order.

Mr. Slade—In the order the Governor-in-Council has to state the grounds. The effect of the present practice was that any man could be deported on the word of the Captain Superintendent of Police or the last joined cadet if the Governor-in-Council chose to act upon that judgment.

Their Lordships intimated that they would consider the matter.

MITCHELL v. LEMM.
The Chief Justice remarked that there were several points for consideration.

Mr. Alabaster, instructed by Mr. Stevenson (of Messrs. Dawson, Looker & Dawson), appearing for the respondent, applied for execution of the judgment obtained *pro tanto*. There was \$16,000 in Court, and they wanted judgment carried into effect to that extent.

The Chief Justice—I don't understand. Mr. Alabaster—Judgment to the extent of \$16,000.

The Chief Justice—We can't do that. Either you must have an order for execution or an order for stay of execution.

Mr. Alabaster—We want the money in Court and we will give security to that extent. We will only want the judgment carried into execution to that extent, because we do not want the trouble of finding a purchaser for the attached property.

Mr. Slade—You need not trouble. We will find that.

Mr. Alabaster—We also want our costs paid with interest on costs. It does not hurt the defendant in the least.

The Chief Justice—There is a sum of money in Court which if you take out you will have to give security to return it.

Mr. Alabaster—Yes.

The Chief Justice—Let it remain in Court. There is sufficient security.

Mr. Alabaster—We want the \$16,000 out. We are willing to give security. We will pay if the other side is successful.

The Chief Justice—The point is exceedingly difficult. What security can you give?

Mr. Alabaster—We have security which will be satisfactory to the Registrar.

The Chief Justice—It seems to me the simplest way is to leave the money in the Court. Mr. Alabaster—The simplest way is that we should not be allowed to carry the judgment into execution.

The Chief Justice—Can you give satisfactory security?

Mr. Alabaster—That is for the Registrar to decide.

The Chief Justice—You must say whether you want judgment carried into execution or whether you want execution stayed.

Mr. Alabaster—We are told we can't find a purchaser for this attached property.

The Chief Justice—It is not for you to find a purchaser. It is for the Registrar to say what property shall be sold.

Mr. Slade—We might find the money elsewhere and get the property released.

Mr. Alabaster—We do not want to force a sale. We were under the impression that we could not get it without a great deal of difficulty.

The Chief Justice—If you ultimately make an order that judgment is to be carried into execution.

Mr. Alabaster—My suggestion was much more valuable to the appellant.

The Chief Justice—We cannot do that.

Mr. Alabaster—Nobody would be taking the cash in any case.

The Chief Justice—You think you can put up security?

Mr. Alabaster—We intend to offer security. If the Registrar is not satisfied with it, we cannot help it. We also want our costs paid and interest on the costs of judgment on the usual undertaking.

Mr. Slade—The costs are just as much part of the judgment as the damages. Your Lordship will see the artificial suggestion. They got the \$16,000 and merely gave security to repay that amount. What is required under the Order in Council is that they shall give security to perform any judgment that the Privy Council orders.

Mr. Alabaster—Such security as may be required of us.

Mr. Slade—If they want to carry a portion of the judgment into execution they must give the security required to perform any judgment of the Privy Council. If they want execution, we will pay the money on receiving adequate security.

The Chief Justice—Are the costs included?

Mr. Slade—Yes. They want the money out of us to fight us. Supposing the judgment of the Privy Council is to reverse the judgment of the Full Court they will have to refund what they have received. They will have to pay us our costs. They want the money to go on with and avoid giving security to pay as much amount as may be involved in the judgment of the Privy Council.

The Chief Justice The undertaking is to cover the costs.

Mr. Alabaster—We want the costs of the action. They don't come into the judgment.

Some discussion took place as to the cost of the appeal to the Full Court, and it was ultimately decided that instead of the respondents applying for limited execution, execution should be stayed on appellants giving security.

PLAQUE IN BANGKOK.

"A BLESSING IN DISGUISE."
From the Report of the Medical Officer of Health for the year 1909.

During the past year (1909) fifty-one cases of plague have come to our notice, as compared with 39 for the previous year and 88 for the year before that.

The behaviour of this disease is the same this year as in former years. The rats in a certain district become infected and begin to die of plague. Some cases develop and the department gets to know of them, not always at the commencement of the outbreak, but more often after several deaths have occurred. The usual sanitary measures are then taken, houses are cleaned out and disinfected, the sick are removed to the hospital and soon no more cases develop in the affected area.

We have no few cases of plague in Bangkok, one cannot say. There is every encouragement for the disease to spread, and yet it would seem that the measures taken by the department have been invariably successful. There is no doubt that much is due to the fact that when plague first broke out, His Majesty the King gave the Health Department practically a "free hand" in carrying out measures of prevention. Such power continues to rest with the department and the result has been that we have very rarely had any trouble from the ordinary citizen of Bangkok. A case in point is the outbreak in Wat Lieb Street last year. In May, information was given by the police that suspicious deaths had taken place in this street. On investigating the matter, it was found that rats were also dying in several of the houses. The infected premises were disinfected and cleansed and many dead rats were found and buried. The whole district was put under medical inspection, and morning

and evening every person in the street was seen by an Inspector. As further cases broke out here and there in this street, an order was issued that every house in the street must be cleaned, disinfected and limewashed. The street was closed to vehicular traffic to allow the people to put their effects on the roadway, and every assistance was given in the way of labour, disinfectants and limewash. The inhabitants did their best to help and at the end of a week every house was cleaned, disinfected and clean. Since this thorough cleaning no fresh case has occurred in this district, although ten cases were reported during May and June.

It is strange how plague seems to creep from district to district and then die out. In the previous year Klong Ban Somdej Chow Phya Ong Noi and Wat Chansongkram were the areas chiefly affected. During the past year, Klong Ban Somdej Chow Phya Ong Noi, Klong Ban Somdej Chow Phya Ong Noi, during the early part of the year. Great changes for the better have taken place in this district; a new market has been erected, old insanitary houses have been pulled down and new houses built.

One common factor in all outbreaks of plague in Bangkok is the filthy condition of the district affected. This in conjunction with overcrowding and the presence of old-fashioned dark and ill-ventilated houses—often with earthen floors—seems to conduce to plague. In fact it may truly be said that the advent of plague in a district is an indication that its sanitary condition is in a bad way. Hence I have come to look upon plague as a blessing in disguise and as my most efficient sanitary inspector. The only royal road to its prevention is sanitation. Clean, go on cleaning and keep clean, and you will get rid of plague as has been the case in Europe for many centuries.

AMERICA AND KOREA.

OPINION IN THE PHILIPPINES.

The Manila *Cablenews* says:—

We confess to inability to follow the logic of those persons who maintain that the United States is responsible for the annexation of Korea by Japan. We find it as difficult to see why it was the duty of the United States to intervene in the matter as even admitting that the annexation was a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why that fact obligates her to continue the business. This is particularly true in face of the fact that there is still a good-sized piece of unfinished business on foot with her hands at present. She has not even admitted that she has a bad thing for the Koreans. The United States has engaged in a good deal of night errantry within the last fifteen years and the diversion has cost her handsomely in more ways than one, but we fail to see why

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WM. DICKSON,
Manager.

Hongkong, 27th April, 1910. [107]

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Manager.

Hongkong 26th April 1910. (2)

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 " " " 3 " 3 ¹/₂ "
 " " " 3 " 2 ¹/₂ "
 " " " 3 " 2 ¹/₂ "
TAKEO TAKAMICHI
 Manager.
 Hongkong, 14th March, 1910. [347.]

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BANKING CORPORATION.**

PAID-UP CAPITAL **\$15,000,000**

RESERVE FUNDS:—

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SILVER **\$16,000,000**


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N. J. STABB,
Acting Chief Manager.
Hongkong, 26th August, 1910: 18



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FOR the purpose of renewing some parts of the hauling machinery the Service of Cars will be Suspended from 8 P.M. on SATURDAY, the 10th inst., till 8 A.M. on MONDAY, 12th inst.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st September, 1910. [1007]

NOTICE

WE beg to inform our Lady Customers that our Establishment will be CLOSED at 5.30 P.M. every day, commencing from 5th September, for One Month only, owing to our FASTING HOLIDAYS.

HOOSAIN-ALI & Co.,
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Hongkong, 5th September, 1910. [777]

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Hongkong, 23rd July, 1910. [774]

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SOLE AGENTS IN HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.

There is no controversy over his matter. Following the Bulletin comes the Manila Times, the pioneer daily of the Philippines, with a complete endorsement of the Bulletin's comment and with a handsome addition of good suggestions in the typical patriotic Manila spirit. The Times says:

THE SPIRIT OF MANILA. WHAT IS NEEDED TO MAKE MANILA A DISTRIBUTING CENTRE.

There is every indication that the business men of Manila do not propose to confine their operations to the Philippine Islands or to remain inactive in the struggle for Far Eastern trade. For the last decade the preliminary plans for the development of a great Eastern commercial metropolis and distributing centre for America's Oriental trade, in a large measure, have been completed and some of them carried out to a point where it is possible to report commendable progress towards the end in view. In this work the Philippine administration has taken the initiative and there has never been lacking the enthusiastic and hearty support of the progressive commercial community and the local Press. All elements seem to unite in an endeavour to promote local pride and legitimate endeavour towards bringing to the Philippine capital the greatest possible commercial prominence.

Now in all this "boosting," as it is called locally, there is an acknowledgment of the many drawbacks to early realization of fond hopes, but these free admissions are not accompanied by any hesitations. The opposite is the case. The Manila business man of whatever nationality is invariably an optimist, generous in the support of public movements that benefit the community at large and, in sporting parlance, a "good loser" on occasion. The trials of the last decade have brought to the fore his many desirable qualities, and now that the dawn of prosperity is here, and his personal worries are largely eliminated, he is giving a large portion of his time and effort to advancing the interests of Manila to a place among her sister cities in the Orient. He desires above all that her name shall stand for the best there is in Eastern Asia.

And it is for the purpose of attracting attention to the desirability of Manila as a distributing centre for the Far East that the commercial interests and the local Press there have united. The new harbour at its present stage of development is one evidence of the progress of plans for the future. Now comes the proposed declaration of a free zone where goods from all parts of the world may be stored until exported to other ports in the Far East. Every effort is being made to furnish desirable berthing accommodation and cargo handling at a minimum of cost at Manila, and the government is in the spirit to go further if it becomes necessary to make the port more attractive to the shipping trade. But a modern harbour does not fulfil the total facilities that attract steamship lines and trade, while it may go a long way to do so. Manila lacks coaling facilities and drydocks. And note the activity in developing the coal measures of Batan to provide a reliable coal at low prices. Manila is not idle in this respect, and nothing but the solution of this coaling problem will satisfy them. Every other resident has a few shares of coal mining stock, not because he expects large dividends, but because he must help in the development of the industry if Manila is to compete with other ports in the Orient in coaling facilities.

Now about the docking facilities. This is as important as the coal if Manila would point with pride to her attractions as a port and distributing centre. And since Manila merchants claim that Manila is to be made the big metropolis, and therefore it is necessary to increase docking facilities, why of course they are not going to rest until they are increased. Evidence of this spirit is e-hood in Manila's Press, that is nothing if not patriotic and progressive. The Bulletin, the leading commercial daily in the islands, under the caption "Manila's Future as a Distributing Centre," says:

"The early retirement of the Toy Kisen Kaisha from its working arrangement with the Pacific Mail and the prospect that it has entered into an exclusive agreement with the Western Pacific for its Pacific freight carrying, makes an interesting situation in Trans-Pacific commerce and bodes well for greater activity in Oriental trade. And in it all Manila should profit."

"The opening of the Chicago Milwaukee and Puget Sound Railway was the first movement towards the breaking of the Harriman-Hill monopoly in transcontinental freight, and the opening of the Western Pacific this month adds to the gaiety. With their prospective connections in the Pacific, the war will be extended in a merry fashion to our very door."

"The Pacific Mail does not propose to give up the battle by any means, and indeed it was in that company's motive for ordering the two 38,000 tonners for Pacific waters that the news of the defection of the Kaigo Kisen Kaisha became known. This involves an expenditure of about \$6,000,000 and will add two vessels well to the force compared with Atlantic standards."

"All this activity goes to show that more and more interest is being taken in Oriental trade, and in this activity the Philippines should get its share of attention. The proposition to establish a free zone in the new port and to encourage the establishment of a Far Eastern distributing centre in Manila should not lack for encouragement at this time, and we believe that if the idea is in view is not accomplished as soon as we would wish, we should do our share to make Manila sufficiently attractive so that once the American manufacturers begin looking for a distributing centre, that Manila will offer the best facilities for the purpose that may be found in the Orient."

"At the present time we must admit that Manila does not shine as a distributing centre for the East. It is coasting its attendance in Oriental trade and the desirability of just such a distributing centre as we are proposing to develop at Manila. It will not take many years to induce the manufacturers to make a start, and the rest will be easy."

"Particularly should this movement appeal to the Manila merchant at this time when the different steamship companies show an eagerness to secure advantages in the different ports. We are in a position to offer special inducements to shippers and importers as well as the shipping companies, and with one of the finest harbours in the east there is no reason why Manila should not claim her portion of Oriental trade within the next decade. There are many advantages and inducements that might be made that would not fail to help along this programme, and it rests with us to figure them out carefully and place them where they will do the most good."

There is no controversy over his matter. Following the Bulletin comes the Manila Times, the pioneer daily of the Philippines, with a complete endorsement of the Bulletin's comment and with a handsome addition of good suggestions in the typical patriotic Manila spirit. The Times says:

NEW ADVERTISEMENT

G. R.
THE TRADE MARK ORDINANCE 1909.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that Messrs. J. KITCHEN & SONS, LIMITED, of No. 10, Queen Street, Melbourne, Victoria, Australia, Canada and Soap Manufacturers, have on the 4th day of August, 1910, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark—



in the name of J. KITCHEN & SONS, LIMITED, of No. 10, Queen's Street, Melbourne, Victoria, Australia, who claim to be the Sole Proprietors thereof.
The Trade Mark has been used by the applicants in respect of SOAP in Class 47 since before 1878.
A facsimile of the above Mark can be seen at the Office of the Registrar of Trade Marks of Hongkong, and also at the Office of the Undersigned.
Dated 6th September, 1910.

10301
BRUTON & HETTY,
York Building, Charter Road, Hongkong,
Agents for the Applicants.

SHIPPING IN PORT.

STEAMERS
BARON INNERDALE, British str., 2,139 D. McAlister, 4th August—Moji 29th July, Coal—Bradley & Co.
BENGOLO, British str., 1,933, Wm. A. Grey, 4th September—London via Singapore 28th August, General—Gibb, Livingston & Co.
DENLAVERS, British str., 1,250, H. W. Bee, 27th August—Yokohama 21st August, Ballast—Gibb, Livingston & Co.
BUTO MARU, Japanese str., 1,813, Y. Yatsuyanagi, 2nd September—Daly 26th August, Coal—Mitsui Bussan Kaisha.
CHOWWA, German str., 1,055, F. Schmitz, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.
ELAZ, British str., 2,571, Milner, 31st August, Hankow 23rd August, Ballast—A. P. & Co.
FEICHSING, Chinese str., 980, J. H. Howie, 1st Sept.—Shanghai 29th August, General—C. M. S. N. Co.
FUKU MARU, Japanese str., 3,807, Y. Murakami, 2nd Sept.—Moji 27th August, Coal—Mitsui Bussan Kaisha.
GERMANIA, German str., 1,713, H. Frandsen, 2nd Sept.—Hongkong and Hoihow 1st Sept., Coal and Pigs—Jensen & Co.
HAICHING, British str., 1,267, W. C. Passmore, 4th Sept.—Poochow via Amoy 2nd Sept., General—Douglas, Laiprak & Co.
HAINUM, British str., 64, A. Stewart, 3rd September—Swatow 2nd Sept., General—Douglas, Laiprak & Co.
HALVARD, Norwegian str., 1,066, Anderson, 2nd Sept.—Bombay 26th August, Rice—Aagaard, Thorsen & Co.
HONGKONG, French str., 739, A. Corneliussen, 1st September—Haiphong 28th August, General—A. R. Marry.
HUNAN, British str., 1,143, Benson, 20th Aug.—Saigon 16th August, Rice—Butterfield & Swire.
KAGA MARU, Japanese str., 1,800, T. Kitano, 4th Sept.—Yokohama 27th August, Coal—Mitsui Bishi Gohei Kaisha.
KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.
LENNOX, British str., 2,361, D. Reid, 1st Sept.—Kaitung 30th Aug., General—Doddwell & Co.
LIGHTNING, British str., 2,122, Smith, 2nd Sept.—Calcutta 17th August, General—David Sassoon & Co.
LINAN, British str., 1,350, Williams, 31st Aug.—Shanghai 28th Aug., General—Butterfield & Swire.
LOOSER, German str., 1,020, G. Schultze, 27th August—Bangkok 19th and Swatow 26th August, Rice—Butterfield & Swire.
LYREBON, German str., 238, v. Pilgrim, 30th August—Swatow 29th Aug., Ballast—Hamburg-Amerika Linie.
NANCHANG, British str., 1,014, Cogan, 2nd Sept.—Newchwang 23rd Aug., General—Butterfield & Swire.
NORD, British str., 1,185, F. J. Pryn, 9th Aug.—Shanghai via Poochow 1st August, Case Oil—Asiatic Petroleum & Co.
OMURO MARU, Japanese str., 1,780, Yamashita, 17th August—Dairen 1st August, Coal—Mitsui Bussan Kaisha.
ONARU, British str., 1,287, E. J. Buller, 2nd September—Moji 27th August, Coal—Jardine, Matheson & Co.
PAKHOT, British str., 1,227, Gibbs, 30th Aug.—Cherbon 19th August, Sugar—Butterfield & Swire.
PEHANANG, German str., 1,031, V. Mangelndorf, 3rd Sept.—Bangkok 25th Aug. and Hoihow 1st September, Rice and Meal—Butterfield & Swire.
SHINCHU MARU, Japanese str., 1,338, H. Mary, 3rd Sept.—Moji 28th August, Coal—Onaka Shosen Kaisha.
SIAM, British str., 995, Bins, 2nd August—Singapore 26th July, Kerosene Oil—McBain.
SIGNAL, German str., 902, F. Iverson, 27th August—Swatow 26th August, General—Jensen & Co.
S. THAN, American str., 574, D. Pajo, 31st July—Manila 27th July, Sugar—W. B. & Co.
SUBANG, British str., 1,771, M. Pickett, 21st August—Chingwantao 14th August, Coal—Chinese Engineering & Mining Co.
TACOMA MARU, Japanese str., 3,830, H. Yamamoto, 30th August—Tacoma, Wash., 4th and Manila, P.I., 28th August, Flour and General—Onaka Shosen Kaisha.
TAISANG, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.
TAMING, British str., 1,350, G. H. Pennesfather, 2nd September—Manila 30th Aug., Hemp and General—Butterfield & Swire.
TEUCER, British str., 5,802, G. W. Parkinson, 3rd Sept.—Manila 31st August, General—Butterfield & Swire.
TIENTSIN, British str., 1,227, F. Boyd, 3rd September—Swatow 2nd Sept., General—Butterfield & Swire.
TJIBODAS, Dutch str., 2,953, P. Zwart, 3rd September—Kobe and Amoy 2nd Sept., General—Java-China-Japan Lijn.
TJITATAT, Dutch str., 3,860, A. W. La Boeg, 29th August—Batavia 21st August, Sugar and General—Java-China-Japan Lijn.
YANTZSE, British str., 4,149, Jos. Bulford, 25th July—Liverpool and Singapore 19th July, General—Butterfield & Swire.
YATSHING, British str., 1,424, S. J. Payne, 1st Sept.—Bangkok and Keshichang 25th August, Rice and General—Jardine, Matheson & Co.
YOGHOU, British str., 1,306, Mills, 4th August—Tientsin 28th July, Salt—Butterfield & Swire.

Consumption Can be Cured

Derk P. Yonkerman, Specialist, whose Discovery of a Cure for Consumption has startled the World.
Marvellous as it may seem after the centuries of failure, a cure for consumption has at last been found. After twenty years of almost ceaseless research and experiment in his laboratory, the now renowned specialist, Derk P. Yonkerman, has discovered a specific which has cured the deadly Consumption even in its far advanced stages. In many cases, though all other remedies tried had failed and changes of climate were unable to check the progress of the disease, this wonderful specific has conclusively proved its power to cure.
Whatever your position in life may be, if you are in consumption, or suffer from asthma, bronchitis, catarrh, or any throat or lung trouble, this cure is within your reach, for it is a home treatment and need not interfere in any way with your daily occupation. Learn for yourself of its healing power.

ABSOLUTELY FREE.

Simply send your name and address to the Derk P. Yonkerman Co., Ltd. (Dept. 222) 16, Boulevard Street, London, E.C., and they will post to you a free book on the treatment by this remarkable remedy.
Don't hesitate or delay if you have any of the symptoms of consumption. If you have chronic catarrh, bronchitis, asthma, pains in your chest, a cold on the throat, or any throat or lung trouble, write to-day for the free book of instructions, and cure yourself before it is too late.

PROMISE AND FULFILMENT.

There is an old axiom to the effect that what everybody says must be true. Certainly it is generally safe to follow the crowd. Its instinct is usually right, and in the matter of common ailments you may profitably pay heed to the opinion of the majority—which in times of sickness your chest, a cold on the throat, or any throat or lung trouble, write to-day for the free book of instructions, and cure yourself before it is too late.

BEECHAM'S PILLS

Many preparations, misnamed remedies, claim to be Beecham's Pills. They could not reasonably make good much that is claimed for them. No exaggerated statements are put forward. The steady demand for these pills year after year proves that those who have need of them have found that they wrought the cure that they are announced to effect. No other medicine is so generally and uniformly successful in giving strength to the stomach—correcting the digestive system, and regulating the liver, kidneys, and bowels, and the use of Beecham's Pills will prove to your perfect satisfaction that they

MAKE GOOD EVERY CLAIM.

Sold everywhere in boxes, price 1/6 and 2/6.

GRAU & CO.

27, DES VUEX ROAD.
Dealers in
ASIATIC POSTAGE STAMPS AND PICTORIAL POST CARDS.

JUST Received a Selection of POSTAGE STAMP CATALOGUE FOR 1910, Picture and Painting Books, Novels, Postage Stamp Albums with Movable Leaf, Puzzle Post Cards, School and Shopping Bags, Dolls, Toys, Cigars, Cigarettes, &c., &c.

Inspection Invited. [789]

SHIPPING.

ARRIVALS.

ALBION, German str., 3,228, Habel, 5th Sept.—Singapore 30th August, General—Hamburg—America Line.

AWA MARU, Japanese str., 3,912, S. Ishikawa, 4th Sept.—Seattle and Shanghai 1st Sept. Flour and General—Nippon Yusen Kaisha.

BELLEPHON, British str., 5,729, Y. Bartlett, 4th Sept.—Tacoma via Japan 10th Aug.—Lumber and Flour—Butterfield & Swire.

BLUENFONTEIN, British str., 2,292, J. B. Patterson, 5th Sept.—New York 18th July, General—Shewan, Tomes & Co.

CAPRI, Italian str., 1,277, Morcos, 4th Sept.—Hainan and Singapore 29th Aug., General—Carlowitz & Co.

CHIN HUA, British str., 1,350, A. S. Harris, 4th Sept.—Shanghai 1st Sept., General—Butterfield & Swire.

KWANGLOO, Chinese str., 1,468, Lincoln, 5th Sept.—Shanghai 2nd September, General—C. M. S. N. Co.

MACHU, German str., 996, C. Wolf, 5th Sept.—Bangkok 27th August, Rice—Butterfield & Swire.

NANCHANG, British str., 5th Sept.—Canton.

PONTONG, German str., 998, W. Rofuhr, 5th Sept.—Bangkok 28th August, Rice—Butterfield & Swire.

RUBI, British str., 1,560, R. Rodger, 5th Sept.—Manila 3rd Sept., General—Shewan, Tomes & Co.

WUHU, British str., 1,227, A. Luckner, 4th Sept.—Shanghai 31st Aug., General—Butterfield & Swire.

YUEN HANG, British str., 1,126, P. H. Rolfe, 5th Sept.—Manila 2nd September, General—Jardine, Matheson & Co.

YU SHUN, Chinese str., 1,079, C. Westerland, 5th Sept.—Tientsin 27th and Chefoo 29th August, General—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

5th September.

ALBION, German str., for Shanghai.

Bengale, British str., for Nagasaki.

Hainan, British str., for Swatow.

DEPARTURES.

5th September.

CHIN HUA, British str., for Canton.

DAI JIN MARU, Japanese str., for Swatow.

KWANGLOO, Chinese str., for Canton.

KWANGTAI, Chinese str., for Shanghai.

TELEMACIUS, British str., for Saigon.

SHIPPING REPORTS.

The British str. Bloemfontein reports: Fine weather, light S.W. monsoon.

The British str. Waike reports: Encountered typhoon 20 miles South of Oukou; on Friday morning, reading 20.00; on Friday morning, reading 20.00.

The British str. Chin Hwa reports: Heavy S.E. swell from Sleep Island to Turnabout, light variable winds; thence to Breaker Point, N.E. wind and Southerly swell; to port Ely, wind and showery.

The Chinese str. Yu Shun reports: On 1st Sept. anchored at Taishan Island, gale from N.E. with high E.S.E. sea; on 2nd N.E. winds with S.S.W. swell from there to Chapel Island, then light variable wind to port.

VESSELS IN DOCK.

September 5th.

TAIKOO DOCK.—Union, Drumellan, Demeter, Nanchang.

PASSENGERS.

ARRIVED.

Per Yuenhang, from Manila, Messrs H. S. Schick, J. W. Gerner, D. J. Maron and C. Hererra.

Per Awa Maru, from Seattle, &c. for Hongkong, Capt. Mearns, Mr. Withinslow, Miss Pitts, Miss Dendrick, Mr. Watkins, Archdeacon and Mrs. Barnett, Mrs. Fominaga, Miss Fominaga, Mr. Cash, Mr. Mackenzie, Mr. Arober, Mr. Inai and Mr. Suzuki.

VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. Derfflinger, carrying the German Mail with date from Berlin of the 10th ultimo, left Singapore on the 2nd instant, at 5 p.m., and may be expected here to-day at 8 p.m.

THE INDIAN MAIL.

The Indo-China str. Nansang from Calcutta and the Straits left Singapore for this port on the 31st ultimo.

The Indo-China str. Laisang left Calcutta for the Straits and Hongkong on the 28th ult., and is due here on or about the 13th inst.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. Empress of India arrived at Shanghai at 1 a.m. on the 5th inst., and left again at 8 p.m. same day for Hongkong, where she is due to arrive at 10 a.m. on the 9th instant.

THE AMERICAN MAIL.

The P.M. str. Mongolia left Yokohama on the 30th ult., for Hongkong via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 11th inst.

The T.K.K. str. Tenyo Maru left Yokohama on the 5th instant, and is due to arrive at this port on the 13th inst.

THE AUSTRALIAN MAIL.

The E. & A. str. Eastern from Sydney, &c., left Port Darwin on the 29th ultimo for Timor, Manila and this port.

The E. & A. str. Aldenham left Sydney on the 31st ultimo for Queensland Port, Manila and this port.

MERCHANT STEAMERS.

The str. Glenstrath left Singapore on the 31st ultimo, and is due here to-day.

The N.Y.K. str. Kanagawa Maru (European Line) left Shanghai for this port on the 3rd instant, and is expected here to-day.

The I.G.M. str. Goeben left Shanghai on the 3rd instant, at 9 p.m., and may be expected here to-day at daylight.

The P. & O. S. N. Co.'s str. Nore left Singapore for this port on the 2nd instant, at 3 a.m., and is due here to-morrow at about 6 a.m.

The H.A. Line str. Bamber left Shanghai on the 3rd inst. a.m., and may be expected here to-morrow.

The Mogul Line str. Pathan sailed from the United Kingdom on the 2nd ultimo for Hongkong via Straits.

The H.A. Line str. Specia left Kobe via Poochoon on the 1st inst. a.m., and may be expected here on or about the 8th inst.

The I.G.M. str. Prinz Sigismund left Kobe on the 4th inst., at 5 a.m., and may be expected here on or about the 9th instant a.m.

The O.S.K. str. Panama Maru left Tacoma for this port via Japan and Manila on the 6th ultimo, and is expected to arrive here on or about the 13th instant.

The N.Y.K. str. Ceylon Maru (Bombay Line) left Bombay for this port via Colombo and Singapore on the 26th ult., and is expected here on the 13th instant.

The O.S.K. str. Seattle Maru left Tacoma, Wash., for this port on the 23rd ultimo, and is expected to arrive here on or about the 27th instant.

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C. SEATTLE & TACOMA

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	To Sail on or About.
* SUVERIC	6,232	F. S. Cowley	27th September.
* KUMERIC	6,232	G. B. McGill	20th October.
* ATNERIC	4,368	J. Boyd	20th November.

Calling at Amoy and Keelung if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 10th August, 1910.

CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5-7 DAYS OCEAN TRAVEL.

From Hongkong.	From Quebec.
"EMPRESS OF INDIA" SAT., 17th Sept.	"ALLAN LINE" FRIDAY, 14th Oct.
"EMPRESS OF JAPAN" SAT., 8th Oct.	"EMPRESS OF IRELAND" FRI., 4th Nov.
"EMPRESS OF CHINA" SAT., 29th Oct.	"ALLAN LINE" FRIDAY, 25th Nov.
"MONTEAGLE" TUESDAY, 8th Nov.	
"EMPRESS OF INDIA" SAT., 19th Nov.	From St. John, N.B.
"EMPRESS OF JAPAN" SAT., 17th Dec.	"EMPRESS OF BRITAIN" FRI., 16th Dec.
	"ALLEN LINE" FRIDAY, 13th Jan.

"Empress" Steamships leave HONGKONG at 6 P.M. "Monteagle" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers £43 "and 1st Class Railway" £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya, opposite Blake Pier.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
DELHI	February 4	MANTUA	March 4	March 10
ARCADIA	February 18	MALWA	March 18	March 24
ASSAYE	March 4	MACEDONIA 10500	April 1	April 7
MARMORA	March 18	(Through Steamer calling at Bombay)	April 15	April 21
DEVANHA	April 1	MOLDAVIA 10000	April 29	May 5
DELHI	April 15	MONGOLIA 10000	May 13	May 19
ASSAYE	April 29	MOREA 11000	May 27	June 2
DELTA	May 13	MOOLTAN 10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax): 1st SALOON £71.10 SINGLE £106.14 RETURN. 2nd £48.8 £72.2

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
* SUNDIA	January	about 25
* NUBIA	February	8
* SYRIA	March	8
* NOBE	March	22
* PALAWAN	April	5
* BOERNEO	April	19
* SICILIA	May	3
* SUMATRA	May	31
* NILE	June	14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax): 1st SALOON £55.0 SINGLE £82.10 RETURN. 2nd £38.10 £57.4

* Carry 1st and 2nd Saloon Passengers. For further Particulars, apply to—

1002]

E. A. HEWETT,
SUPERINTENDENT.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	Tons	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"GOEBEN" Capt. G. Bolte	17,300	Wed. day, 7th Sept., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. G. Meiners	17,000	Abent 7th Sept.
MANILA, ANGAUR, YAP, MAROUN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	6,000	Saturday, 10th Sept., at Daylight
YOKOHAMA & KOBE	"COLENZ" Capt. H. Rasmussen	6,750	Abent 20th September.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	5,050	End of September

* Fitted with wireless Telegraphy New System of Telefunken. For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOHRS & Co.,
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 27th August, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"YARRA" Capt. Ristorcelli	On 12th Sept., P.M.
MARSEILLES VIA PORTS	"V. DE LA CIOTAT" Capt. Barillen	On 13th Sept., 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"OCEANIAN" Capt. Sailler	On 26th Sept., P.M.
MARSEILLES VIA PORTS	"TOURANE" Capt. Lancolla	On 27th Sept., 1 P.M.

Transshipping on the Co's Steamers at Singapore for Batavia, at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to—

P. THOMAS, AGENT,
Queen's Building.

Hongkong, 31st August, 1910.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—From London, &c. ex ss. "China" "Gardiner" and "Himalaya" (Sales of Paper).

From Australia ex ss. "Macedonia" From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th Sept., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 31st August, 1910.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 6th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside; such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 3rd September, 1910.

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THE BANK LINE LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents.

Hongkong, 30th August, 1910.

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VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. SAINT PATRICK "About 10th Sept. For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 5th September, 1910. [963]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITIMI

SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "CAPRI."

Captain Morcos, will be despatched as above on MONDAY, the 12th Sept., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 31st August, 1910. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELTA."

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this port for Bombay, &c. on SATURDAY, the 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PERSEA" due in London on the 15th October, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 5th September, 1910. [1]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "CARNARVONSHIRE."

Captain Gregory, will be despatched as above on or about the 17th September.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st August, 1910. [999]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRITISH SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS.)

THE Company's Steamship "VORWAERTS."

Captain Bednars, will be despatched as above on THURSDAY, the 29th Sept.

This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor.

For information as to Passage and Freight apply to

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. J. F. Fox	About 7th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE Capt. G. Phillips	About 8th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 5th September, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 5th Sept., 4 P.M.
ILIOLO & CEBU via AMOY	"SUNGKLANG"	On 7th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"PAKIOY"	On 7th Sept., 4 P.M.
TSINGTAI, CHEFOO & NEWCHOW	"NANCHANG"	On 8th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 8th Sept., 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wooning.

FARE, \$45 SINGLE and \$90 RETURN.

TELEPHONE 36.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 6th September, 1910

AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAVRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For further Particulars apply to

MELOHERS & CO.,

Hongkong, 5th September, 1910.

AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"NANSANG"	Friday, 9th Sept., Noon.
MANILA	"FUENSANG"	Friday, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	Saturday, 10th Sept., Noon.
SINGAPORE, PENANG & CALUTTA	"POOKSANG"	Wednesday, 14th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KOTSANG," "NANSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Hongkong, 6th September, 1910.

GENERAL MANAGER

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1910,

S.S. BUJO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	"KANAGAWA MARU" Capt. C. H. Butler	7,000	THURSDAY, 8th Sept., at 5 P.M.
	"MIYAZAKI MARU" Capt. T. Murai	9,000	WED'DAY, 14th Sept., at Daylight
	"KITANO MARU" Capt. F. E. Cape	9,000	WED'DAY, 28th Sept., at Daylight
VICTORIA B.C. & SEATTLE	"SADO MARU" Capt. Hiordahl	7,000	SATURDAY, 10th Sept., from Kobe.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"AWA MARU" Capt. S. Ishikawa	7,000	TUESDAY, 13th Sept., at 4 P.M.
	"INABA MARU" Capt. K. Kawara	7,000	TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	"YAWATA MARU" Capt. T. Sakine	5,000	FRIDAY, 30th Sept., at Noon.
	"NIKKO MARU" Capt. M. Yagi	6,000	FRIDAY, 28th Oct., at Noon.
BOMBAY via SINGAPORE and COLOMBO	"COLOMBO MARU" Capt. E. Combes	5,000	TUESDAY, 6th September.
SHANGHAI, MOJI and KOBE	"CEYLON MARU" Capt. Fred. Pyne	6,000	WED'DAY, 14th September.
KOBE and YOKOHAMA	"HIRANO MARU" Capt. H. Fraser	7,000	THURSDAY, 15th Sept., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	"NIKKO MARU" Capt. M. Yagi	6,000	WED'DAY, 28th Sept., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimidzu.

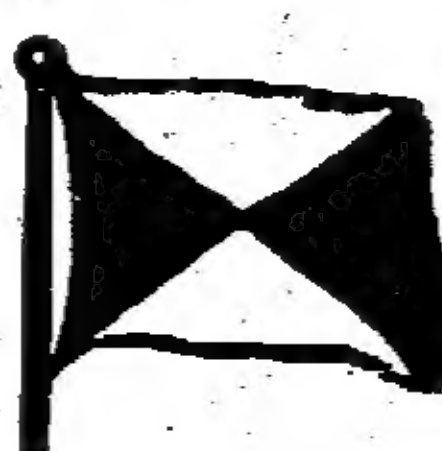
= Calling at Saigon.

‡ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 5th September, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Bodger	Manila	On 10th Sept., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.

For Freight or Passage apply to
Hongkong, 5th September, 1910.SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. ALESIA	8th Sept.
S.S. C. FRED. LAEBSZ	27th Sept.
S.S. ARMENIA	6th Oct.
S.S. SENEGBAMBIA	21st Oct.
S.S. SILESIA	4th Nov.
S.S. SUEVIA	15th Nov.
S.S. ARABIA	30th Nov.
S.S. SCANDIA	15th Dec.

Further Particulars, apply to—

Hongkong, 2nd September, 1910.

HOMEWARD.

FOR HAVRE, HAMBURG & ANTWERP:	S.S. SAMBIA	7th Sept.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SPEZIA	10th Sept.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. LIBERIA	14th Sept.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA	2nd Oct.
FOR MARSEILLES & HAMBURG:	S.S. AMBRIA	4th Oct.
FOR HAVRE & HAMBURG:	S.S. ALESIA	9th Oct.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND
RAILWAY AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW & AMOY	"SOSHU MARU" Capt. Y. Yamamoto	WED'DAY, 14th Sept., at Noon.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 15th Sept., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NANKING KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSEUN MARU" and "ABUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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T. ARIMA,
MANAGER

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS

SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION

PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-

TION OF 1910.

Head Office for the Far East.—

16, DES VŒUX ROAD,
HONGKONG.

662]

Japan Office.
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.,

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST ... \$10.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. C. V. LLOYD, with Maps and Illus. \$175
Do. Do. Small Edition 6.00	HONGKONG WEEKLY PRESS, half yearly vol. bound ... 750
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Halcombe 3.50	FIFTY YEARS ANGLO-CHINESE CALENDAR, 1864 to 1913 ... 200
THE JUBILEE OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891 1.00	RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1909 ... 200
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account ... 0.50	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1893 to 1905 ... 100
TEMPORARY MINING REGULATIONS IN CHINA ... 0.50	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ... 200
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA ... 0.50	SKETCH OF THE WEST RIVER ... 0.25
HONGKONG HANSAID REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually 3.00	PLAN OF VICTORIA ... 1.00
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WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh ... 1.00	" " PEAK ... 0.75
POLITICAL OBSTACLES TO MIS- SIONARY SUCCESS IN CHINA ... 0.25	" " NEW TERRITORY ... 0.75
TRADE MARK REGULATIONS IN CHINA ... 0.25	" " CANTON ... 0.50
	POWER OF ATTORNEY FORM ... 0.25
	MAIL TABLES for 1910 ... 0.50 & 0.25

